

Understanding and Using this Report

The Data Tables for the 1998 National Transit Database Report Year is one of three publications comprising the 1998 Annual Report. Also referred to as the National Transit Database Program it is administered by the Federal Transit Administration (FTA). This report provides detailed summaries of financial and operating data submitted to FTA by the nation's mass transit agencies. This report was produced under a professional services support contract under the guidance of FTA's Office of Oversight in the Office of Program Management.

The National Transit Database tracks reporters in several ways. The first tracks the actual number of reporting agencies each report year. For the 1998 Report Year, the number of reporting agencies is 575. Of that, 60 transit agencies received exemptions from detailed reporting (Nine or Fewer Vehicle Exemptions) and 6 were deleted because their data was incomplete. Thus, 509 individual reporters are included in the full database. Of the transit agencies reporting, 56.2 percent contract for some or all of their transportation from private or public agencies. Agencies granted exemptions are listed in Appendix B—Transit Agencies Receiving Nine or Fewer Vehicle Exemptions; agencies deleted are listed in Appendix C—Transit Agencies Deleted from 1998 Annual Publications. Appendix D lists agencies that had a mode/type of service deleted.

Two additional publications comprise the 1998 National Transit Database Annual Report they are National Transit Summaries and Trends and Transit Profiles. The Transit Profiles are presented in two volumes: *The Top Thirty Agencies* and *Transit Profiles*.

Descriptions and definitions of terminology used in the 1998 National Transit Database Annual Report publications may be found in the 1998 National Transit Database Reporting Manual.

Pursuant to 49 USC 5335, the establishment of a uniform system of accounts and records plus a reporting system for the collection and dissemination of public mass transportation financial and operating data by uniform categories is required. All applicants and direct beneficiaries of Federal assistance under 49 USC 5307 are subject to the reporting system and the uniform system of accounts and records. The purpose of the National Transit Database Reporting System is to assist in meeting the need for information on which to base planning for public transportation services and to make public sector investment decisions at all levels of government.

This 1998 Annual Report disseminates data reported for transit agencies' fiscal year ending during Calendar Year 1998 (i.e., on or between January 1 and December 31, 1998). This is the twentieth Annual Report published.

Report Organization

The report consists of two chapters:

- Chapter 1 Understanding and Using this Report: Provides general information to assist the reader in using this and earlier reports.
- Chapter 2 The Data Tables: Financial and operating data by specific mode for individual transit agencies. Each table is described and general information is provided.

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Understanding and Using this Report

Data Tables Organization

The Data Tables in Chapter 2 are organized into four major groups:

- transit revenues
- transit expenses
- non-financial operating data
- performance indicators

The first three groups of tables (transit revenues, expenses, and non-financial operating data) contain summaries of the data required by NTD. The fourth group of tables displays performance indicators composed of selected statistics derived from data in the first three groups. Typically, these indicators are computed as ratios, relating measures of input to measures of output (e.g., operating expenses per vehicle revenue hour), or measures of output to measures of service consumption (e.g. unlinked passenger trips per vehicle revenue hour).

The numbering system for the Data Tables has been consistent from 1992 to 1994. In 1995, with the expansion of safety and inclusion of security, new tables were created to accommodate the enhanced data. In 1998, with the inclusion of operating expenses paid for by capital funds, a new table (Table 2) was created to accommodate the federal government sources for transit operating funds applied data.

The following table summarizes the 1997-1998 correspondence of tables:

Table Number 1997	Table Title	Table Number 1998
01	Transit Operating Funds Applied; Details by Transit agency	01
-	Federal Government Sources for Transit Operating Funds Applied: Details by Transit Agency	02
02	State Taxes Dedicated at their Source for Transit Operating Funds Applied: Details by Transit Agency	03
03	Local Taxes Dedicated at their Source for Transit Operating Funds Applied: Details by Transit Agency	04
04	Directly Generated (Transit Agency) Taxes Dedicated at their Source for Transit Operating Funds Applied; Detail by Transit Agency	05
05	Transit Capital Funds Applied: Details by Transit Agency	06
06	State Taxes Dedicated at their Source for Transit Capital Funds Applied: Details by Transit Agency	07
07	Local Taxes Dedicated at their Source for Transit Capital Funds Applied: Details by Transit Agency	08
08	Directly Generated (Transit Agency) Taxes Dedicated at their Source for Transit Capital Funds Applied: Details by Transit Agency	09
09	Capital Funds Applied by Type of Expenditure	10
10	Transit Operating Expenses by Mode and Function: Details by Transit Agency	11
11	Transit Operating Expenses by Mode and Object Class: Details by Transit Agency	12
12	Transit Operating Expenses by Mode and Function: Details by Transit Agency – Single Mode Bus Transit Agencies	13
13	Employer Paid Fringe Benefits : Details by Transit Agency	14
14	Revenue Vehicle Maintenance Performance: Details by Transit Agency – Directly Operated Service	15
15	Energy Consumption: Details by Transit Agency – Directly Operated Service	16
16	Transit Way Mileage: Details by Transit Agency - Directly Operated Service – Non-Rail Modes	17
17	Transit Way Mileage: Details by Transit Agency - Directly Operated Service - Ferryboat	18
18	Transit Way Mileage: Details by Transit Agency – Directly Operated Service – Rail Modes	19

Table Number 1997	Table Title	Table Number 1998
19	Transit Agency Employee Work Hours and Person Count: Details by Transit Agency – Directly Operated Service	20
20	Transit Safety: Details by Transit Agency – Number of Incidents – Collisions, Non-Collisions, and Total Property Damage	21
21	Transit Safety: Details by Transit Agency – Number of Fatalities – Collisions and Non-Collisions	22
22	Transit Safety: Details by Transit Agency – Number of Injuries – Collisions and Non-Collisions	23
23	Transit Security: Details by Transit Agency – Part I Offenses (Reports) Violent Crime	24
24	Transit Security: Details by Transit Agency – Part I Offenses (Reports) Property Crime	25
25	Transit Security: Details by Transit Agency – Part II Offenses (Arrests) and Total Property Damage	26
26	Transit Operating Statistics: Service Supplied and Consumed: Details by Transit Agency Directly Operated and Purchased Transportation Service	27
27	Age Distribution of Active Revenue Vehicle Inventory: Details by Transit Agency Directly Operated Service	28
28	Transit Performance Indicators: Details by Transit Agency Directly Operated Service – Service Supplied Ratios	29
29	Transit Performance Indicators: Details by Transit Agency Directly Operated Service – Cost Efficiency and Cost Effectiveness	30
30	Transit Performance Indicators: Details by Transit Agency Directly Operated Service – Service Consumption per Service Output Ratios and Miles per Vehicle Maintenance Expense	31
31	Transit Performance Indicators: Details by Transit Agency Directly Operated Service – Employee Work Hours per Vehicles Operated in Maximum Service	32

Special Notes on Reporting and the Data Tables

Several general issues pertaining to the reporting system and this Annual Report are summarized below. These discussions are designed to aid in interpreting and using the data published in this report.

Alphabetical by State

The 1998 edition includes transit agencies organized by state and alphabetically by agency name within each state. This organization enables easier location of specific transit agencies for data analysis.

Transit Agency Names

Due to space limitations, transit agency names are abbreviated using 25 characters or less. The UZA served is included in cases where it is not an integral part of the transit agency name. Also, transit agency acronyms are used to conserve space.

Identification Number and Organization Type

A four-digit identification number is assigned to each transit agency. The first digit of this number corresponds with the FTA Region in which the transit agency is located (FTA Regions 1-10). (Note: identification numbers beginning with a zero indicate FTA Region 10.)

The identification number is followed by the organization type code as follows:

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Code	Organization Type
A	Public agency or authority that directly operates all transit service [not a state Department of Transportation (DOT)]
B	Public agency or authority that contracts for some or all transit service (not a state DOT)
C	State Department of Transportation
D	Private carrier under contract to one or more public agencies
E	Private carrier not under contract to a public agency and not receiving FTA Urbanized Area Formula funds
F	Private transportation brokerage under contract to one or more public agencies
G	Other

Transit Agency Fiscal Year

The report year was changed beginning in 1983 to a transit agency fiscal year.

Database Adjustments

Summaries of financial and operating data contained in this report are based on the most recent submissions by transit agencies as of the publication date. However, audits or other reviews made at later dates may result in changes that more accurately reflect actual statistics. While a future addendum will not be published to the 1998 Data Tables, it should be noted that some changes might be made after publication of the 1998 Data Tables.

Mode and Vehicle Type Codes

The following mnemonic codes represented by two alphabet letters are used to describe modes and vehicle types in the tables:

Mode	Codes	Mode	Codes
AG	Automated Guideway	LR	Light Rail (formerly Streetcar)
CC	Cable Car	MB	Bus
CR	Commuter Rail	MO	Monorail (reported as OR in 1991 and 1992)
DR	Demand Response	PB	Publico
FB	Ferryboat	TB	Trolleybus
HR	Heavy Rail (formerly Rapid Rail)	TR	Aerial Tramway
IP	Inclined Plane	VP	Vanpool
JT	Jitney	OR	Other

Code	Vehicle Type	Code	Vehicle Type
AB	Articulated motor buses	LR	Light rail vehicles (Streetcars)
AG	Automated guideway vehicles	MO	Monorail vehicles
AO	Automobiles	RL	Commuter rail locomotives
BA	Buses, Class A (>35 seats)	RP	Commuter rail passenger coaches
BB	Buses, Class B (25-35 seats)	RS	Commuter rail, self-propelled passenger cars
BC	Buses, Class C (<25 seats)	SB	School buses
CC	Cable cars	T	Trolleybuses
DB	Double decked buses	TR	Aerial tramways
FB	Ferryboats	VN	Vans
HR	Heavy rail passenger cars	OR	Other
IP	Inclined plane vehicles		

Multi-UZA Reports

Some transit agencies, particularly agencies reporting commuter rail, provide data for transportation services serving more than one urbanized area (UZA). For reporting purposes, a transit agency serving more than one UZA and filing a single report has been assigned to the UZA that received the majority of transportation service. For 49 USC 5307 apportionment purposes, relevant data are desegregated into the various component UZAs.

Purchased Transportation

Many transit agencies contract for transportation services. Public agencies and/or private carriers may provide these contracted services. Contracted transportation services or purchased transportation are split in two categories:

1. Expenses for contract carriers where data are included in the purchasing agency's report (object class 508.01)
2. Expenses for those contract carriers that file their own report (object class 508.02). Contract carriers using 100 or more vehicles to provide annual maximum service are required to file a separate report. For the 1998 Report Year, 27 reports were received from private providers operating in excess of 100 vehicles.

Three tables (Table 11, Table 12, and Table 13) identify purchased and directly operated expenses. Note that contract carriers using 100 or more revenue vehicles in maximum service are listed as directly operated services since a separate report is submitted for these services. Transportation brokerage systems under contract to public agencies and managing over 100 or more vehicles in maximum service are listed as purchased transportation. This reporting results in operating data being reported twice: first, for these purchased transportation services as an expense for the transit agency contracting with the provider(s)—these expenses are reported under object class 508.02; second, for the individual contract operator which provides purchased transportation services under the contractual relationship.

To identify contract service providers, mode specific operating data are identified as being part of a purchased service arrangement by a small letter “p” added to the mode code. Table 11 and Table 27 are the only tables with the small letter “p”. Unless specified by the small letter “p” or in the table headers, data are for directly operated public transportation providers and contract operations that file a separate report. For the 1998 Report Year, there were 116 transit agencies that acquired 100 percent of their

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service from purchased transportation providers, and 27 filed as directly operated with more than 100 vehicles.

Beginning with the 1984 Report Year, reporters were allowed to allocate their expenses from an object class such as purchased transportation expenses to a functional category. This allowed reporters to distribute purchased transportation expenses by function: vehicle operations (010), vehicle maintenance (041), non-vehicle maintenance (042), and general administration (160). Previously, reporters were required to submit all purchased transportation expenses under general administration.

From 1991 to 1995 expenses allocated to object classes 508.01 and 508.02 for purchased transportation were reported under either vehicle operations (010) or general administration (160).

FTA introduced a reporting change in 1995 requiring all agencies contracting for transportation services to fully detail their purchased transportation costs by mode, function, and object class. The reporting change also required reporting the full cost of the purchased transportation services, including all costs whose funding sources were not included in the contracts.

Most agencies experienced problems complying with the new requirements so until 1997 FTA allowed agencies to report purchased transportation expenses under object class 508.01 as in previous years. Table 11 includes purchased transportation expenses detailed by function.

508.02 expenses were not detailed by function and are presented under the column purchased transportation filing a separate report (Table 11, Table 12, and Table 13).

Another reporting change in 1997 was the inclusion of safety and security data for purchased transportation. Therefore, Table 21 through Table 26 show data for both directly operated and purchased transportation services.

A reporting change implemented in 1998 replaced “fare revenues retained by the seller” and “fare revenues returned to the buyer” with “purchased transportation fare revenues”. More details will be discussed in Table 1 in Chapter 2.

Deleted, Questionable, Waived, and Failure to Report Data

Data whose reliability is deemed questionable is included in the tables followed by a “Q.” The data affected are those where the transit agency failed to respond satisfactorily to questions raised during the validation process and/or did not collect the data in accordance with FTA’s definitions and requirements. In addition, “W” indicates that the reporting agency was granted a waiver, deleted data is indicated with a “D”, and “F” indicates failure to report.

Code	Indication
Q	Questionable
W	Waived
D	Deleted (Some or all data was deleted.)
F	Failure to report

Data may not be entered in the National Transit Database, deleted, or considered questionable by FTA when one or more of the following circumstances exist:

1. A transit agency did not acknowledge that required declarations were on file.
2. Title 49 USC 5307 (formerly Section 9 of the Federal Transit Act, as amended) data declaration by the independent auditor stated that the data were not collected in accordance with FTA's definitions and requirements.
3. Issue(s) associated with the reporter's documentation and/or declaration(s) were not fully resolved.
4. Required data were omitted.
5. A transit agency did not provide the complete cost of services for directly operated.
6. A transit agency reported the same data for 1997 and 1998.
7. A transit agency did not provide sufficient information prior to the closure of the database to validate reported data.
8. The reported data were considered questionable following validation.
9. Required documentation for Non-Rail Fixed Guideway Directional Route Miles was not provided.
10. A reporting waiver was granted by FTA.

Vehicles Operated in Maximum Service

Data for vehicles operated in maximum service are reported by mode and type of service on the Transit System Service Form (406). Maximum service is the revenue vehicle count taken during a transit agency's maximum season of the year, on the week and day that this maximum occurs. It is not taken on a day when a special event or an extreme set of circumstances would cause the resulting tally to represent a one-time event rather than a recurring maximum service requirement. This fleet size measure provides a more meaningful measure of a transit agency's operating characteristics because it does not include spare and stored vehicles.

Vehicles for Directly Operated and Purchased Transportation Services for a Specific Mode

For directly operated service only tables, the specific vehicle counts provided are only for those directly operated by the transit agency, as reported on the Transit System Service Form (406) for directly operated services. Therefore, a transit agency may be grouped in a larger fleet size category than the number of vehicles shown in a specific table.

For example, a transit agency that both directly operates 450 non-rail vehicles and purchases services involving 75 non-rail vehicles for a total of 525 vehicles, as reported on separate Transit System Service Form(s) (406) for directly operated and for purchased transportation services, is grouped in the 500-999 vehicles operated in maximum service category. However, this transit agency would show only 450 vehicles in the vehicles operated in maximum service column in a directly operated services only table since only 450 vehicles are directly operated. Footnotes have been added to specific tables to indicate when vehicles operated in maximum service data are derived only from directly operated services.

Multi-modal transit agencies are included in categories for the number of vehicles operated in maximum service for the combined fleet size for all modes.

Vehicles Available for Maximum Service

Annual Reports for 1985 through 1989, Table 3.16, included a column for vehicles available for maximum service. Beginning with the 1990 Annual Report, the data are found in Table 27. The data are reported on the Transit System Service Form (406). They include spares, out of service vehicles, and vehicles in or awaiting maintenance. They do not include vehicles held for sale, emergency contingency use, etc. If the total active fleet for a given mode varies during the year, the reported figure represents the same time period as that used to report vehicles operated in maximum service. Thus, the difference between vehicles available for maximum service can be used to compute a transit agency's spare ratio. The vehicles available for maximum service data in Table 27 replace the trains operated in average weekday maximum service data in previous reports (i.e., 1984 and earlier reports).

Total active fleet data from the Revenue Vehicle Inventory Form (408), Table 28 has been consistent since 1984. Unlike the vehicles available for maximum service data described above, the total active fleet data in Table 28 represent only those vehicles owned by the reporting transit agency at the end of their fiscal year and are reported by vehicle type, not mode.

Completeness and Accuracy of the Data

The data submitted to FTA are subjected to extensive analysis and validation, both manual and automated. The process entails detailed examination of each transit agency's report, identification of errors or questionable entries, and resolution of any problems utilizing an interactive process involving FTA, transit agency personnel and program staff.

FTA's role is to identify and resolve questions regarding the accuracy of the data and determine whether or not the data is included in the National Transit Database and Annual Report. FTA can reject a transit agency's report if the report is not in full compliance with reporting requirements. Alternatively, FTA may refuse to enter data whose reliability is questionable. FTA does not change any reported data.

The quality of the database improves each year as FTA simplifies and clarifies reporting procedures, enhances the reporting software, and designs more sophisticated validation checks. Despite extensive efforts, data validation encompasses primarily a review of the consistency and reasonableness of the reported data. Because of the limitations of these procedures, as well as the volume of data submitted, it is likely that some erroneous data have found their way into this report. Generally, errors of significant magnitude have been identified and corrected, but some minor errors remain. These errors generally derive from difficulties experienced by transit agencies in obtaining accurate information and from misinterpretation of certain data definitions.

Caution: Because of these limitations and the fact that all relevant information is not reported (weather conditions, topography, contractual work rules, etc.), users of this report should not draw unwarranted conclusions from the examination of the data. Although comparative evaluations are appealing, analyses of the data cannot account for apparent differences in performance. Such evaluations should encompass a more detailed examination of underlying factors (unique aspects of the transit agency's operating environment, specific management practices, or unusual events during the period covered).

Further Information on the Reporting System

The following FTA documents provide a detailed description of the reporting system:

- *National Transit Database, Uniform System of Accounts (USOA)*, January 1995.

- *1998 Reporting Manual* - reporting instructions and sample forms.
- *FTA Circular 2710.1A, Sampling Procedures for Obtaining Fixed Route Bus Operating Data Required Under the Section 15 Reporting System*, July 18, 1988, and *FTA Circular 2710.2A, Sampling Procedures for Obtaining Demand Responsive Bus Operating Data required Under the Section 15 Reporting System*, July 22, 1988. These two circulars suggest optional sampling procedures for collecting unlinked passenger trip and passenger mile data required for reports. Complete instructions and worksheets are provided for transit agencies wishing to use these procedures.
- *Data User's Guide to the FTA Section 15 Reporting System*, Transportation Systems Center, June 1, 1989. The User's Guide is available through McTrans Center [telephone (904) 392-0378].

Other documents are available upon request to:

Federal Transit Administration
National Transit Database
P.O. Box 1406
Springfield, VA 22151-0406
(703) 205-2475

Industry — Government Cooperation

The Reporting Program evolved from the transit industry-initiated Project **FARE** (Uniform **F**inancial **A**ccounting and **R**eporting **E**lements). Over the years, a cooperative working environment has developed between the transit industry and the Federal government regarding issues relevant to data collection and the reporting system. Private and public sectors have recognized the importance of and need for timely and accurate data from which to assess the continued progress of the nation's mass transportation agencies.

In January 1983, FTA established the Reporting System Advisory Committee to make recommendations on improving the quality and usefulness of the data collected under the program. Many of the improvements to the Annual Report are the result of the Advisory Committee's recommendations. The Advisory Committee's charter expired on September 30, 1986.

To help promote this cooperative effort, FTA urges all interested parties, including transit operators, state and local governments, planning organizations, trade unions, research organizations, and others to review and critique this edition of the *Data Tables for the 1998 National Transit Database Report Year*. Comments and suggestions should be forwarded to FTA at the address above.

Availability of Machine-Readable Data

The data contained in the Data Tables (i.e., Chapter 3 for report years 1983 through 1989 and Chapter 2 for report years 1990 through 1998) in the Annual Report are available on diskettes. These diskettes (double sided) are organized by report table and are compatible for use on PCs using Lotus 1-2-3 software. They contain the actual data reported by transit agencies in cases of questionable data, not the "Q" found in the 1984 through 1987 Annual Reports. In the 1988 and 1989 diskettes, the value of the data is included followed by a "Q" for questionable data. In addition, diskette sets organized by fleet size are available for report year 1981 only. These sets are available in either an Apple II DIF format or a

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single-sided IBM-PC DIF format. For further information on diskette availability and costs, please contact:

McTrans Center
512 Weil Hall
University of Florida
Gainesville, FL 32611-9988
(904) 392-0378

or

PC-Trans
University of Kansas
Transportation Center
2011 Learned Hall
Lawrence, KS 66045
(913) 864-5655

The 1996 – 1998 Data Tables can be downloaded from FTA's Web site at www.fta.dot.gov and the FTD NTD Project Site at www.ntdprogram.com. The files are in Lotus format.

Complete data (including required-level data not published in this report), all voluntary-level data, and data for prior report years are also available on magnetic tapes. For further information, please contact the Volpe National Transportation Systems Center:

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